



**METRON ELEDYNE**  
**OPERATING INSTRUCTIONS**  
**FOR DIESEL ENGINE CONTROLLER**  
**TYPE EFP/EN12845-ES**  
**12 & 24 VOLT VERSION**

Revision 1, June 2008

**METRON ELEDYNE**

18 Autumn Park, Dysart Road, Grantham, LINCS. NG31 7DD. United Kingdom  
Telephone: +44 (0) 1476 516120 FAX: +44 (0) 1476 516121 email: [info@metroneledyne.co.uk](mailto:info@metroneledyne.co.uk)  
[www.metroneledyne.co.uk](http://www.metroneledyne.co.uk)

**1. CAUTION**

In order to avoid risk of personal **INJURY** or damage to the control equipment, **READ THIS MANUAL VERY CAREFULLY**. If after reading these instructions doubt exists, do not hesitate to contact a Metron Eledyne Engineer for further clarification. In the interests of safety pay special attention to the **CAUTION** notes listed below:

- i) If work has to be carried out on the engine or control equipment, isolate the control equipment from the A.C and D.C supplies, and remove the start solenoid supplies from control circuit terminals 9 and 10 before work commences. If possible use a temporary label which draws attention to this fact.
- ii) Due to the nature of the equipment, the control system may start the engine at any time. Ensure all concerned are aware of this condition by means of an appropriate label, prominently displayed on the engine skid.
- iii) When the equipment is energised and on line, ensure all doors are closed and where applicable locked. If during commissioning the equipment is energised with the access door to the panel interior open, to avoid the risk of electric shock ensure that extra care is taken and the panel is not left unattended.

**2. TRANSPORT & STORAGE INSTRUCTIONS**

All of the control systems produced by Metron Eledyne are dispatched as complete units and are all protected against corrosion unless otherwise specified. When the control systems leave the factory they have been checked and packed for transportation whether it is by land or by air, the units are always packed in a very safe and secure manner.

When the controller is being moved adequate care should be taken. The unit should be moved by equipment that can handle the controllers weight and care should be taken to ensure the moving equipment has not been overloaded. The controller should be moved with the appropriate lifting straps or slings, or by eye bolts if the unit has them fitted.

The controller can be stored until ready for use as long as it has been placed in a vertical manner and is kept in a dry and safe environment to avoid damage to the unit. If the controller is stored for a longer period than 4 weeks arrangements must be made for the unit to contain moisture deterrents so not to damage any of the controllers electric circuits. The moisture deterrent must be removed and discarded once the unit is in full operation.

**MISUSE OF THIS EQUIPMENT  
OR MAN HANDLING MAY RESULT  
IN SERIOUS INJURY OR DEATH**

**3. GENERAL**

These operating instructions are applicable to the Metron Eledyne diesel engine fire pump control panel type EFP/EN12845-ES.

The control system is a dual battery, fully automatic engine start system which complies generally with the requirements of EN12845.

The front panel lamps are of the Light Emitting Diode type and as such are reliable in service. The volt free contact outputs facilitate remote monitoring.

The controller is fitted with an independent Emergency Start facility.

There is a Test Start pushbutton which must be pressed to start the engine after either a Failed to Start signal or when the engine has been shutdown after an Automatic Start Operation.

**DEFINITION OF TERMS USED THROUGHOUT OPERATING INSTRUCTIONS**

<b>VISUAL</b>	<b>PILOT LAMP OR METER.</b>
<b>AUDIBLE</b>	<b>ELECTRONIC SOUNDER.</b>
<b>VOLT FREE</b>	<b>REMOTE INDICATING VOLT FREE CHANGEOVER CONTACTS.</b>
<b>STANDBY</b>	<b>SYSTEM AWAITING AN OPERATIONAL EVENT.</b>

**4. CONTROLLER OPTIONS**

The EN12845-ES controller is available with variety of different factory fitted features. These features are listed below:-

- i) A.C Mains Failure Start.  
Starts the engine if the A.C supply fails.
- ii) Anti-condensation Heater.  
A heater, thermostat and fuse fitted to the inside of the control cabinet and powered by the A.C input.
- iii) Pressure Switch  
An externally mounted pressure switch.
- iv) Integral Jockey Pump control  
Jockey pump output with JP fault indicator and Mode selector switch

## **5. ENERGISING THE CONTROL SYSTEM**

Before Energising the controller all care should be made to ensure that the control system has not been damaged during shipping, if this is the case Metron Eledyne should be contacted immediately.

Before connecting the power supplies. Ensure by reference to the circuit diagram, that the installation has been correctly carried out. Please note, Metron Eledyne recommend that a D Type circuit breaker is fitted for incoming mains supply, upstream protection.

When applying power to the controller for the first time, the following steps should be performed in this sequence:

1. Check that the contacts of the start pressure switch, terminals 22 & 23, <40% start input on terminals 30 & 31 and the auxiliary autostart switch, terminals 21 & 22 are ALL closed, otherwise fit temporary links.
2. Disconnect the start solenoids at terminals 9 & 10 to ensure that the engine does not accidentally start.
3. Before attempting to start the engine during commissioning, ensure that the engine Fuel Rack is operable in the stopped position. Or press the controller engine stop push button to ensure that the electrical stop solenoid on the engine operates.
4. Apply A.C & D.C power, with the mode switch in Auto mode  
Visual. Power On.  
Ammeters show charging current, after short delay
5. Reset controller, the audible alarm stops.

The controller is now in Standby status and is indicated as follows:-

Visual.	Battery 1 Healthy
	Battery 2 Healthy
	Automatic mode
	All other lamps out

Audible. Silent.

### **Lamp Test**

When pressing the lamp test push button, the controller's main board performs a simple self test function, and if the controller is healthy then all the lamps will be illuminated. It is suggested that this push button is pressed after the controller is first switched on.

Replace any temporary links with the field connections. Refit the start solenoid connections to terminals 9 & 10.

**We also recommend that the engine is first started via the manual emergency start push button to ensure that the engine run lamp operates before any automatic start is attempted.**  
(If the engine run lamp is not functional, then the starter motor may not dis-engage on an automatic start.)

The controller is now ready to be commissioned.

**Before commissioning commences we strongly recommend that the rest of this manual be read.**

## **6. DC SUPPLY MONITORS/BATTERY CHARGERS.**

### **FLOAT VOLTAGE & CURRENT LIMIT.**

The enclosure is fitted with a panel rating label which provides information regarding float voltage and current limit settings. The label is located at the top of the enclosure door.

The information contained on the label must be checked against your specification and the battery manufacturer's recommendations

Two fully automatic battery chargers are fitted and factory set to produce a current limit to a maximum of 8 Amps. The exact current limit setting depends upon the ampere/hour capacity of the batteries. The current decreases to approximately 0.5 Amps at the float level. The battery float voltage level is factory set for the particular installation.

If the battery voltage falls below approximately half the float level you will receive a visual indication that the battery has failed by Battery 1 Healthy or Battery 2 Healthy going out. The volt free contacts will indicate a System Fault, if the charger is then enabled, charging will begin and the ammeter will read the current limit value.

When the battery has been recharged to a few volts above the failure threshold, the alarms can be cancelled by pressing the Reset pushbutton. The charging of the battery will continue until the float level has been reached.

#### **NOTE:-**

*Maintenance of batteries should be carried out in accordance with the instructions issued by the battery manufacturer. A weekly check should be made on the state of charge and the electrolyte level, to ensure that the plates are always covered. Only pure distilled water should be used for battery topping up.*

### **BATTERY BOOST CHARGING.**

**Consult your battery manufacturers before starting to use this facility.**

We recommend that battery boost only be used at the **installation commissioning stage**.

With the power on, pressing the Boost charge push button which is located on each battery charger will cause the battery Boost to commence. The voltage will steadily rise. When the current has reduced to a minimum steady value and the voltage has risen to approximately 2 volts above the float level, the input to the battery has reached its maximum values and the boost is complete.

To stop the boost the Boost push button is pressed again and the system will return to float voltage, alternatively the boost timer will reset automatically after 8 hours.

### **NOTE:-**

*Care should be taken at all times when the control system is boost charging this is due to the fact that leaving the system in boost could be dangerous. Excessive boosting of the batteries will cause them to emit hydrogen gas, which may result in damage. Ensure that the surrounding area of the batteries is well ventilated.*

## BATTERY DISCONNECTION.

If the controller is affected by a battery disconnected condition, DC supply visual indication will be by Battery 1 Healthy or Battery 2 Healthy going out. The volt free contacts will indicate a System Fault, if both of the batteries are affected by this then the controller will be blacked out.

Visual. Battery 1 or 2 Healthy goes out.

Volt Free. System Fault.

Audible. **Mutable**

When the battery has been reconnected the Reset button will need to be pressed in order to bring the controller back to a standby state.

## CHARGER FAILURE.

Should the charger stop charging for period longer than 160 seconds, the charger will sense this and instigate an AC/Charger Failure alarm. Visually AC/Charger Failure LED illuminates and the volt free contacts will indicate a AC/ Charger Fault.

Visual. AC/Charger Failure.

Volt Free. AC/Charger failure

Audible. **Mutable**

## AC FAILURE.

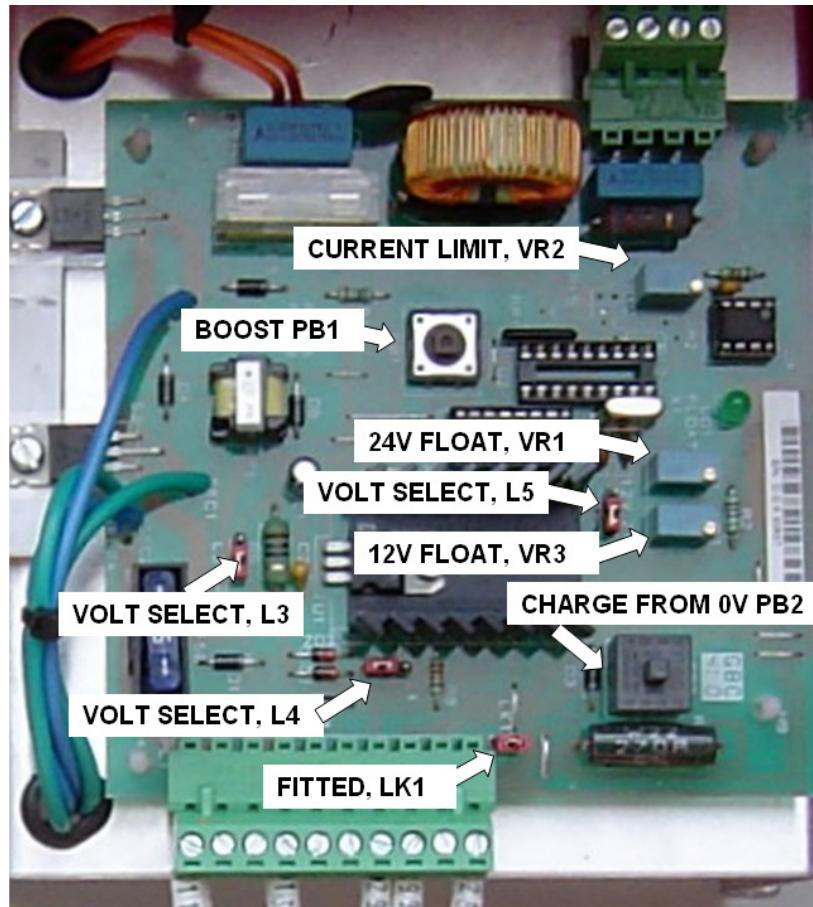
Should there be an AC failure the battery charger will sense this and after 30 seconds instigate an AC/Charger Failure alarm. Visually AC/Charger Failure LED illuminates and the volt free contacts will indicate AC/Charger Fault.

Visual. AC/Charger Failure.

Volt Free. AC/Charger Failure

Audible. Mutable.

### BATTERY CHARGER LAYOUT



The Controller contains two battery chargers 1 & 2.

The charger is of an advanced design which contains features such as :-

8 HOUR BOOST CHARGING VIA PB1  
(Manual or Automatic Boost Reset)

CHARGER FAILURE.

CHARGE FROM A DEAD FLAT BATTERY, VIA PB2

VARIABLE FLOAT VOLTAGE.

VARIABLE CURRENT LIMITING.

Please refer to the Metron Eledyne 'Set Up Procedure Type PC195' for more information regarding to the set up of this module. (Available upon request.)

See Appendix A, for battery safety information.

**7. AUTOMATIC START SEQUENCE.**

With the controller in standby and Automatic mode selected, should the pressure drop, opening the pressure switch contacts across terminals 22 & 23, or the <40% level contacts opens, or the auxiliary autostart contacts across terminals 20 & 21 open, then the Pump on Demand LED will illuminate, volt free contacts will indicate Pump on Demand and a crank sequence will commence.

Visual. Pump on Demand.

Volt Free. Pump on Demand.

**CRANK SEQUENCE**

When a crank sequence begins, the engine will be cranked by battery 1. If the engine does not start immediately the crank will continue for 15 seconds, the crank sequence routine will then proceed with a 10 second dwell before repeating this crank and rest time on the other battery.

The manual crank push button 1 OR crank push button 2 will illuminate while the engine is cranking automatically to identify to the user which battery is actually cranking the engine. The cranking battery voltmeter will also drop during the cranking time.

This sequence will continue until either the engine starts or 6 cranks have been completed, when a failed to start alarm will occur:

Visual. Failed to Start  
Operate test start push button

Volt Free. System Fault.

Audible Muteable

Note: After a failed to start alarm, the engine must be tested automatically by pressing the test start push button.

**BATTERY FAILURE DURING CRANKING.**

As the starter motor engages, the battery voltage dips briefly to a low value and then recovers to a higher steady value during cranking. With a poor battery, the steady cranking voltage eventually falls below the fault level of approximately half the float voltage, this voltage drop is sensed and all remaining attempts are transferred to the other battery.

**DELAY START TIMER**

The controller is equipped with a built in delay start timer facility. This timer works for the pressure switch and remote start inputs only, and not for the <40% start function. The timer is adjusted by the potentiometer located on PC206 (Top left hand corner next to plug A) Fully anti-clockwise is zero seconds, and fully clockwise is 120 seconds.

### ENGINE RUNNING.

After a pump on demand signal has been received, the engine will be cranked and will normally start immediately. The engine starting will cause an engine running signal produced either by the engine speedswitch contacts closing across terminals 2 & 3 or by the electronic speed switch incorporated on the mother board, which is fed by a signal originating from a magnetic pickup mounted on the engine.

In both cases receiving the run signal will immediately halt the cranking, cause the Alarm to sound and the volt free contacts will indicate Engine Running.

Visual.	Pump on Demand. Pump at/not pressure flashing
Volt Free.	Engine Running. System Fault

### HOURS RUN METER & TACHMETER.

The Hours Run meter and engine speed tachometer operates whenever the engine is running.

### PUMP AT/NOT PRESSURE

While the engine is running the external pump running pressure switch is monitored. While the pump running pressure switch is open with the engine running, this indicator will flash to signal that the pump is NOT running at pressure. When the pump running pressure switch closes, this indicator will be steady to indicate that the pump IS running at pressure. When the engine stops, this indicator will be off regardless of the pump running pressure switch status.

## **8 STOPPING THE ENGINE.**

When the Pump On Demand indications have cleared it is safe to stop the engine, which will cancel the engine running indications and illuminate the Operate Test Start LED. The engine should not be stopped when the Pump On Demand LED is on as the engine will restart immediately the engine running signal is lost.

If, for overriding safety reasons, the engine must be stopped in the presence of a Pump On Demand, the mode switch must turned to the off or manual position and then the engine can be stopped.

The engine can be stopped by pressing the stop push button located on the cabinet door. Once pressed, then the energize to stop solenoid output is energized for a predetermined time period. The engine will not be available to start again until this time period has elapsed. Factory pre-set to 15 seconds.

## **9      OPERATE TEST START.**

When the ‘Operate test Start’ LED is illuminated, it is only extinguishable by running the engine when started by pressing the ‘test start’ push button. By pressing the ‘Test Start’ pushbutton the crank sequence will be initiated until the engine starts. The crank sequence will begin on battery 2. This ensures that both batteries will get tested once a week since it is expected that the engine will start from battery 1 after the autostart is initiated.

The operate test start push button will flash while the stop timer is operating and with the engine stopped. This indicates that the push button will need to be operated once the stop timer has been completed. This ensures that the operator will see this push button flashing shortly after the engine has stopped.

## TEST START

After an auto start:

Visual Operate test start push button

Operator presses test start push button

Visual Test Mode on

Engine starts

Visual Engine run indications are present

In this condition, if selected, the controller will shutdown the engine in the event of a low oil pressure or high water temperature condition. The fault that caused the engine shutdown will remain latched so that the operator can see the fault. If at any time a true pump on demand condition occurs, then test mode will immediately be cancelled and if running the engine will run until manually stopped, and if the engine has stopped it will be automatically re-started again.

## 10 ENGINE FAILED TO START

If after 6 attempts the engine fails to start, the Failed To Start LED will illuminate and the volt free contacts will indicate System Fault. The Audible alarm will sound.

Visual. Failed To Start.

Volt Free. System fault.

Audible. **Mutable.**

If the FIRE CALL is still present ( ie pump on demand remains ) then an EMERGENCY START should be attempted.

In order to reset the alarm, first ensure that the Pump On Demand has been cancelled, then operate the Reset pushbutton and the controller will return to standby. The controller can then be started by the test start push button in automatic mode, or by the individual start push buttons in manual mode.

## **11 EMERGENCY START**

Lift the protective plastic cover of the emergency start pushbutton by whatever means necessary. When the button is pressed the engine will crank on both batteries ensuring the best possible crank is delivered to the engine, release the pushbutton immediately the engine starts.

## **12 MANUAL START**

Select manual mode:

## Visual Manual Mode

## Volt free

## System Fault

Not in automatic

Audible

## Muteable

In this condition, the two manual start push buttons are active. Please note that as soon as the engine starts then the push button must be immediately released since there is no automatic function to release the starter motor since this is a purely manual function.

## **13 ENGINE MONITORING**

The controller is equipped with a low oil pressure and high water temperature monitor, which are active after the contacts have been closed for 10 seconds only while the engine is running:

With the engine running, low oil pressure contact closes

After a 10 second delay

Visual Low oil pressure

Audible

## Muteable

If the engine is stopped, or if the low oil pressure contacts open, then the low oil pressure conditions indicated above will clear.

The high water temperature alarm operates in an identical manner to the low oil pressure monitor.

**14 WATER LEVEL FAULT**

The controller includes a water level low fault, which is active at all times regardless of the controller mode or if the engine is running or not. The input is close to fault:

Water level fault contacts close:

Visual Low water level

Volt free System fault

Alarm Muteable

When the water level contacts open, the controller returns to standby.

**15 INTEGRAL JOCKEY PUMP (OPTION)**

When this option is fitted to the diesel controller, then the incoming supply is three phase. A single phase is still used to power the battery charger via a 10A fuse. The jockey pump circuit consists of a jockey pump mode switch, a three phase circuit breaker and a DOL rated output contactor:

Jockey pump mode switch to off position

Visual Jockey pump is NOT operation

Jockey pump mode switch to run position

Visual Jockey Pump running  
Number of starts counter increments by 1

Jockey pump mode switch to auto position

Jockey pump pressure switch is open

Visual No change

While jockey pump pressure switch is closed

Visual Jockey Pump running  
Number of starts counter increments by 1

If at any time, the jockey pump protection circuit breaker (CB1) opens / trips, or if the jockey pump control circuit protection fuse (F7) opens, then:

Visual Jockey Pump fault

Visual System fault

Audible Muteable

These conditions clear once the fault has been cleared and if CB1 is reset or F7 replaced.b

**EMC (ELECTROMAGNETIC COMPATIBILITY)**

All of the control systems supplied by Metron Eledyne have had a part or full EMC test during the controllers proto-type stage but if required a full Pre-compliance test can be carried out.

We at Metron Eledyne are able to provide facilities for full in house EMC testing which meets the Generic Standard for the industrial environment EN 50 081 and prEN 59 082-2:1992.

Shown below is a list of the pre-compliance tests we are able to carry out and a list of the standards met by each test:-

**RADIATED IMMUNITY:**

Immunity standard in accordance with IEC 801-3:1984 as referenced from prEN 50 082-2:1992

**CONDUCTED IMMUNITY:**

Immunity standard pre-standard ENV 50 141

**RADIATED EMISSIONS:**

Immunity standard in accordance with EN 55 011:1991 as referenced from EN 50 811-2:1992

**CONDUCTED EMISSIONS:**

Immunity standard in accordance with EN 55 011:1991 as referenced from EN 50 811-2:1992

**ELECTRICAL FAST TRANSIENTS/  
BURST INTERFERENCE:**

Immunity standard in accordance with IEC 801-4:1988 as referenced from prEN 50 082-2:1992

**ELECTROSTATIC DISCHARGE:**

Immunity standard in accordance with IEC 801-2:1991 as referenced from prEN 50 082-2:1992

**VOLTAGE DIP/  
SHORT INTERRUPTIONS:**

Immunity standard prEN 50 093

Upon completion of testing Metron Eledyne will supply a full report which outlines the tests carried out and shows the results obtained from each test. This can be used as part of a final technical construction file (TCF).

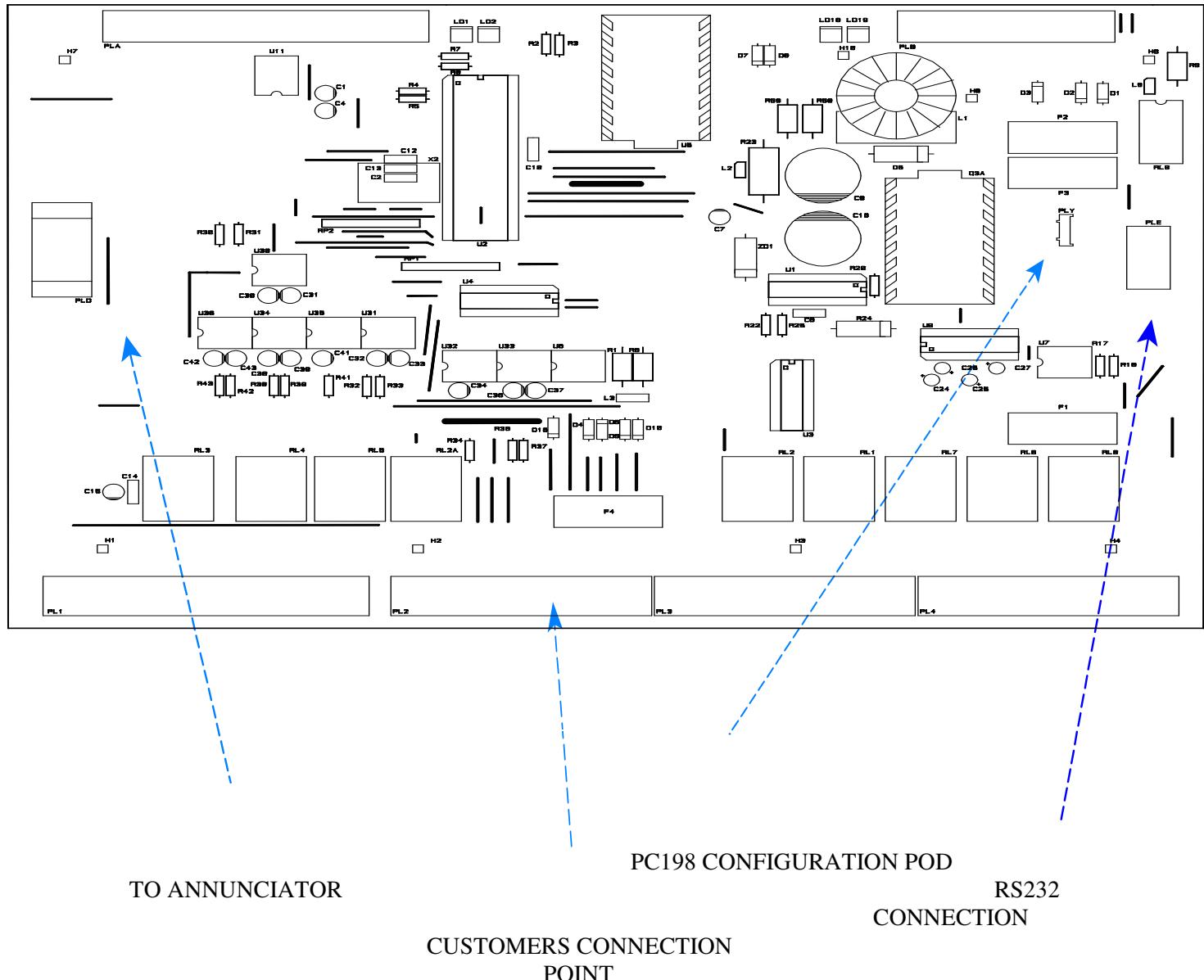
If you would like a copy of an EMC report for the EFP-EN12845-ES controller please contact one of our engineers who will help you with this matter. You will find names and numbers on the contacts page.

**Disposal**

Metron Eledyne Ltd are a member of a compliance scheme under the Waste Electrical and Electronic Equipment regulations which is applicable in all EEC countries. At the end of the service life of the equipment the company offers to collect and dispose of this equipment in accordance with regulations in force under the Registration Number

WEE/CF0105WV. (Equipment must be suitably packed for collection by courier if outside the UK). Contact: Tel 00 44 (0)1476 516120 Fax.00 44 (0)1476 516121

## **PC206 RELAY BOARD**



Care should be taken when handling the pcb due to the fact of it being a static sensitive item. The board can be damaged by all means of Electrostatic charge, which can be generated by an individual or by other electrical equipment, this is compounded if the panel is not properly earthed.

The PC206 printed circuit board is at the heart of the EN12845 unit, all of its functions are performed by the PC206 which can be specifically programmed to meet customers needs. Most options are easily added and removed using the Configuration Pod, this is a small printed circuit board PC189 which can be programmed to change various options and functions.

## **APPENDIX A**

SAVE THESE INSTRUCTIONS -THIS MANUAL SECTION CONTAINS IMPORTANT SAFETY AND OPERATING INSTRUCTIONS FOR THE METRON ELEDYNE BATTERY CHARGER TYPE.

**A. USE OF THE BATTERY CHARGER.**

The battery charger is intended for use only in Metron Eledyne control systems. Use of an attachment/connector not recommended or sold by Metron Eledyne may result in a risk of fire, electric shock or personal injury.

**B. REMOVING THE BATTERY CHARGER.**

If the battery charger should be required to be removed from the controller, to reduce the risk of damage to the electrical connections, pull the connector rather than the connecting cables.

**C. DO NOT DISASSEMBLE THE BATTERY CHARGER.**

Do not in any circumstances disassemble the battery charger, there are no user serviceable parts inside. Incorrect reassembly may result in electric shock, fire or risk of serious personal injury.

**D. WARNING.**

The performance of the battery chargers is entirely automatic. No operator variables are provided, the chargers are factory preset and NO ADJUSTMENTS MUST BE ATTEMPTED ON SITE or damage to the batteries may result. Maintenance of batteries should be carried out in accordance with the instructions issued by the battery manufacturer.

**E. WARNING - RISK OF EXPLOSIVE GASES**

**Working in the vicinity of a LEAD-ACID/NI-CAD Battery is very dangerous.**  
**Batteries generate explosive gases during normal battery operation.**

To reduce the risk of battery explosion read the controller operating manual completely, and the battery manufacturers data. Equipment used in the vicinity of the batteries should also be carefully selected.

**THE EFP-EN12845-ES CONTROLLER SHOULD BE USED AS EXPLAINED IN THE ABOVE GUIDELINES OR THE WARRANTY MAY BE VOID**

**APPENDIX B.**

**CONTACTS.**

For a speedier access to our personnel, Metron-Eledyne have a ISDN telephone facility which permits you to contact individuals directly. Alternatively you could call our receptionist on +44 (0)1476 516120.

In addition, e-Mail facilities are available as detailed below.

For direct-dial telephone +44(0)1476 516 followed by the extension numbers shown below.

<b><u>QUALITY</u></b>	<b><u>Ext</u></b>	<b><u>e - MAIL ADDRESS</u></b>
BOB ABLE - QUALITY MANAGER	130	<a href="mailto:bable@metroninc.com">bable@metroninc.com</a>

**SALES AND SPARES**

DEAN CHILVERS – SALES MANAGER	123	<a href="mailto:dchilvers@metroninc.com">dchilvers@metroninc.com</a>
ROB McFARLANE – ENGINEERING	124	<a href="mailto:rmcfarlane@metroninc.com">rmcfarlane@metroninc.com</a>
LYNN BLACKBURN – SPARES	125	<a href="mailto:lblackburn@metroninc.com">lblackburn@metroninc.com</a>
BRUCE MURBY - TEST SUPERVISOR		switchboard

**ENGINEERING (including field service)**

DAVID CARTER – MANAGING DIRECTOR	122	<a href="mailto:dcarter@metroninc.com">dcarter@metroninc.com</a>
WAYNE RICHARDSON - DESIGN ENGINEER	129	<a href="mailto:wrichardson@metroninc.com">wrichardson@metroninc.com</a>

Please dial our main access number +44(1476) 516120 for individuals not listed above.

**METRON ELEDYNE**

18 Autumn Park, Dysart Road, Grantham, LINCS. NG31 7DD. United Kingdom  
Telephone: +44 (0) 1476 516120 FAX: +44 (0) 1476 516121 email: [info@metroneledyne.co.uk](mailto:info@metroneledyne.co.uk)  
[www.metroneledyne.co.uk](http://www.metroneledyne.co.uk)